

## **Attachment 1**

### **Draft Meeting Notes Bicycle and Pedestrian Task Force**

**MEETING DATE:** March 19, 2014

**MEETING LOCATION:** CMAP Offices

**CALLED TO ORDER:** 1:00 p.m.

#### **ATTENDANCE:**

#### **TASK FORCE MEMBERS OR ALTERNATES:**

Tom Rickert, Chair  
Ed Barsotti, League of Illinois Bicyclists  
Randy Neufeld, SRAM Corp (on phone)  
Richard Bascomb, Village of Schaumburg  
Dan Thomas, DuPage County (on phone)  
Karen Shinnars, Pace  
Robert Vance, CTA  
Chalen Daigle, McHenry County Council of Mayors (on phone)  
Kevin Staniel, RTA  
Brian Hacker, Metra  
Allan Mellis, Citizen  
Keith Privett, CDOT  
Valbona Kokoshi, LDOT (on phone)  
Pamela Sielski, Cook County Forest Preserve District  
Jack Cebe (for Craig Williams, Alta Planning+Design)

#### **ABSENT:**

Gin Kilgore, Break the Gridlock / LIB  
Ron Burke, Active Transportation Alliance  
Gary Newmark, CNT  
Greg Piland, FHWA  
Andrea Hoyt, DuPage County Forest Preserve  
Barbara Moore, Citizen  
Dave Longo, IDNR  
Sam Mead, IDOT

#### **STAFF:**

John O'Neal, CMAP  
Tom Murtha, CMAP  
Samantha Robinson, CMAP  
Doug Ferguson, CMAP

#### **OTHERS:**

Chris Schmidt, IDOT (on phone)  
Sean Wiedel, CDOT  
Patty Mangano, RTA

Mike Walzcak, NWMC, Northwest CoM  
Chris Staron, NWMC, North Shore CoM  
Steve Buchtel, Trails for Illinois  
Jim LaMantia, Synsys Networks  
Patrick Knapp, KKCOM  
Tom Vander Woude, SSMMA (on phone)  
Suzanne Carlson, CDOT  
Patrick Knapp, KKCOM

## **1.0 Introductions**

Members and attendees introduced themselves.

## **2.0 Approval of the Minutes**

No corrections to the minutes were proposed. *Motion was then made and seconded for approval of the meeting notes. The motion was unanimously approved.*

## **3.0 Local and Regional Planning**

### **3.1 City of Chicago – Divvy Bike Sharing System**

Sean Wiedel, Assistant Commissioner at Chicago Department of Transportation, presented on the City's Divvy bike share program. He gave an overview of the program, its development, implementation, use, and plans for the future. Mr Wiedel began by defining bike sharing systems generally, and why they are proving so successful around the world. He emphasized that CDOT and the City of Chicago wanted to build a strong "brand" around Divvy. He then gave information on the origin and the development of Chicago's Divvy system. Bike share was, he added, one of the three main goals to make Chicago more bikeable. (The other two were the installation of 100 miles of protected bike lanes in four years time; and the goal of making bicycling in Chicago safe for all ages.) He talked about the process used to plan the overall system and the process for siting stations. He described the system today and plans for additional stations and bikes in 2014 and beyond. Finally, he gave an overview of how users access and use the system and some facts and statistics on its use. Mr. Wiedel stated that the City was seeking lead sponsorship for the system and was close to obtaining it.

Mr. Mellis asked whether Divvy was being publicized to tourists and out-of-towners, generally. He added that he thinks it would be wise to develop an insignia that can be placed at CTA stations and other locations to advertise the bike share system. He added that there may be potential for 'co-branding' / advertising between Divvy and the Bloomingdale Trail. Mr. Murtha asked, if tourists are 'subsidizing' the system, how far could Divvy expand and still break even financially. Mr. Wiedel said that, with sponsorship coming online, and with better and more aggressive advertising, the hope was to continue to break even or even make money. Mr. Cebe asked if sponsorship would carry over to the suburban expansion of Divvy to Oak Park, Evanston, etc. Mr. Wiedel stated that he did not know (since the sponsorship deal was still under negotiation) but that he imagined it would.

### **3.2 Public Health, Land Use and Transportation Planning Workshop Update**

CMAP staff (Samantha Robinson) gave the Task Force an overview of the workshop, [Making the Connection: Community Health, Land Use, and Transportation Planning Workshop](#). The workshop was presented by CMAP Human and Community Development Working Committee in December 2013 with the help of our partners in the region. The workshop focused on coordination between public health, land use and transportation. It also provided a forum to address questions around how CMAP can work most effectively with Counties and the City of Chicago to integrate these three planning areas into work done through the Local Technical Assistance (LTA) program. Staff was also seeking feedback and ideas about potential strategies or actions to promote and advance this coordination.

Mr. Cebe asked if CMAP was planning on applying for a region-wide grant under the CDC's [Health Impact Assessment for Improved Community Design](#) program. Ms. Robinson stated that we were not ready, at this point in time, to apply.

### **4.0 Pedestrian and Bicycle Project Programming**

#### **4.1 ICC Crossing Safety Improvement Program**

Brian Vercruysse, of the Illinois Commerce Commission, presented on the ICC and its work as it relates to railroad safety and the safe crossing of rail lines, including crossings for bicyclists and pedestrians. Mr. Vercruysse provided information on when and how the ICC becomes involved in pedestrian and bicycle crossings and opportunities for funding assistance through the ICC's Grade Crossing Protection Fund.

Mr. Vercruysse began with an overview and timeline of state legislation and ICC involvement in pedestrian treatments and safety issues, which intensified when in 2004/05 the number of pedestrian-train collisions spiked. He explained how, in response to these crashes, an ICC report was produced, which (among other things) found that "2<sup>nd</sup> train" collisions needed to be further studied. Mr. Vercruysse followed the timeline through the removal of the "hold out rule" and studies on sealed corridor design produced in connection with the state's high-speed rail initiative, highlighting the search for functional hinges on pedestrian emergency exit gates.

Mr. Vercruysse then discussed the ICC's 2012 revised guidelines for the Grade Crossing Protection Fund, which set out a "case by case" approach and 50% participation from the ICC. Finally, he summarized the recent (April 2013) report from the Illinois Center for Transportation, which examined pedestrian/bicyclist warning devices and signs at highway-rail and pathway-rail crossing locations.

Mr. Mellis pointed out that the FPDCC had, in the past, had problems with the UP at at-grade crossings. Mr. Vercruysse stated that if they were trails in the roadway ROW at highway-rail crossings, then the ICC might be able to help expedite approvals or to develop grade separations (e.g. Park Ave. in Lombard and Chase Street in Wheaton).

Mr. Hacker brought up the fact that Metra, for complicated reasons, did not qualify for the Grade Crossing Protection Fund. This was, Mr. Verduyck stated, related to the RTA Act, which takes away eligibility on Metra-owned property. He added that MAP-21 continued the \$220 million (nationwide) annual set-aside under 23 USC 130 – the Railway-Highways Crossing (Section 130) Program. (For more information, see “Funding Railroad Grade Crossing Improvements” at <http://www.cmap.illinois.gov/mobility/freight/community-railroad-resources> and the FHWA presentation, [here](#). Illinois, in FY2014, received the third largest amount of any state – \$10.3M).

#### **4.2 Project Ranking Approach - CMAQ Program**

Doug Ferguson, CMAP staff, presented on a point-based project ranking system being developed for the FY 2016-2020 CMAQ program, which CMAP intends to implement. Referencing the memo outlining the approach, Mr. Ferguson stated that he was seeking technical input from the Bicycle and Pedestrian Task Force on this approach. Discussion ensued on the best approach to ranking projects and what criteria could be most effectively measured. Generally, Task Force members expressed concern with the “Innovation” criterion, which they thought might be better served by a criterion for “Connectivity.” Ms. Shinnars pointed out that, at any rate, there is a degree of conflict-of-interest in implementers of bike-ped projects ranking their own and others’ projects in a competitive program like CMAQ. The Chairman stated that the best the Task Force can do is to give our best recommendation to the CMAQ PSC. Mr. Ferguson stated that he would be happy to receive written input. He added, however, that he needed this input as soon as possible, since staff intended to take the proposed methodology back to the PSC in April.

#### **4.3 Project Updates**

Steve Buchtel, of Trails for Illinois, stated that his organization had released a report covering count activities on Illinois Prairie Path (part of the Making Trails Count initiative).

Ms. Mangano, of the RTA, announced the upcoming “Access to Transit” workshop.

Mr. Cebe announced that Craig Williams had moved to San Diego, but that, for the meantime, he still planned to participate, either by phone or through Mr. Cebe himself.

#### **5.0 Other Business**

None.

#### **6.0 Public Comment and Announcements**

None.

#### **7.0 2014 Meeting Dates**

Staff reminded Task Force members of the following meeting dates for 2014:

- Wednesday, June 18, 2014 at 1:00 p.m.
- Wednesday, September 17, 2014 at 1:00 p.m.
- Wednesday, December 17, 2014 at 1:00 p.m.

*Motion was made to tentatively approve these dates. Motion was seconded and the motion was unanimously approved.*

**7.0 Adjournment:** 3:30 PM